

Parking and Facility Expansion (AR) (FINAL)

FOR OFFICE USE ONLY:

Version # _____

APP # 700570

A. Statement of Planning Objectives

The Tahoe National Forest (TNF) is requesting a California OHV Planning Grant in the amount \$36,000 to analyze three projects: 1. (a) and (b) expansion of two existing staging areas and 2. Develop a currently used but unmanaged concentrated dispersed use area (CDUA) into a staging area.

The objectives and grant proposal are: (1a and 1b) Expand the Sugar Pine (a) and China Wall (b) staging areas. (1a) The Sugar Pine staging area becomes extremely congested during periods of optimal riding with large and small Recreational Vehicles, pick-up trucks, and other passenger vehicles, many of which tow trailers. The Sugar Pine staging area accesses the entire trail system; immediately adjacent trails are Loops 1 and 4, which are designated as both ATV and motorcycle (MC) trails and classified as easiest. Families frequent this staging area. OHV patrols have noted increased use of existing and new wide spots (CDUAs) which are growing in size causing resource damage such as vegetation removal, soil compaction, erosion, and often times new undesignated trails emanating from the CDUAs. Most significantly OHV patrols have found an increase in unlicensed/illegal riding on the pavement by adults and children in relationship to the use of the CDUAs, which is often illegal and unsafe.

(1b) China Wall is a paved surfaced staging area and trailhead for Loops 5 and 6 of Foresthill's designated system. Loops 5 and 6 are MC only trails, respectively classified as 'more difficult' and 'most difficult'. China Wall is also the staging area for Over the Snow Vehicle (OSV) recreation. Over the past 15 years the State of California has provided the Forest Service funding and equipment to groom snow for OSV recreation out of the China Wall trailhead. Snow play is a popular winter recreation activity, when there is snow, China Wall is usually congested. When China Wall is congested people park on Foresthill Road (a County road) which presents safety issues, and is posted as illegal. Both Forest Service and County law enforcement officers have cited persons for parking on the roadway when there is snow. The China Wall Staging Area currently has parking spaces for about 20 trailer towing vehicles and about 10 spaces for passenger vehicles/ pick-up trucks - more vehicle and trailer parking is needed.

(2) Develop a new staging area at the intersections of the Hollow Log (road 10-12) and Brimstone (road 24) roads. This unplanned and unmanaged user created area has been a rapidly expanding CDUA serving as an informal staging area. In 2005 the impacted area was about 1 acre in size, today it is 2.5 to 3 acres in size, not counting the new user-created routes emanating from the CDUA. There are no facilities at this location aside from existing roads. Routine OHV patrols have encountered vehicles towing trailers, some use the area for day use, others for overnight camping. Resource damage is occurring in the form of removal of, and damage to, vegetation including trees; damage to adjacent stream courses; damage to Brimstone road's drainage ditch to the point that it has not properly functioning; there are sanitation issues; and there is a proliferation of user created ATV and MC trails emanating from this area. In 2009 a volunteer organization has obtained private industry grant funding to help address the issues, and over the past several years there have been multiple volunteer cleanup efforts, and Green Sticker funds utilized in the effort to curb the expansion of this site. Continued efforts to curb expansion of the site are planned under the existing, awarded, grant. According to visitors contacted during routine OHV patrols, this CDUA, accessing the southern end of the designated trail system as well as undesignated trails, has developed because Sugar Pine and Parker Flat staging areas are full. Riders utilize the Brimstone road (a level 3 road), the Hollow Log (a level 2 road) as well as the user created trails to access system trail Loop 4 which is designated as both ATV and motorcycle (MC) trails and classified as easiest and Tie 3-1 which is designated as a MC only and classified as more difficult.

B. Relation of Proposed Project to OHV Recreation

Background: There are three planned and existing staging areas within Foresthill's OHV Trail System in the Sugar Pine area, on the American River Ranger District, Tahoe National Forest in Region 5. These 3 staging areas (Sugar Pine, Parker Flat, and China Wall), built in the 1980's with Green Sticker Grant funds, serve as the trail system trailheads, with basic amenities such as sanitation facilities and information bulletin boards. Scattered throughout the Foresthill's OHV Trail

System area are several user-created concentrated dispersed use areas (CDUA) that are also used as staging areas. Over the past 10 years use has increased resulting in overcrowding and insufficient parking. The Foresthill OHV system contains 86 miles of designated OHV trails, and there are hundreds of miles of native surface roads within the system area open to motorized use. The trail system is within a 2 hour drive of several metropolitan areas such as Sacramento, the eastern Bay area, and Reno. During optimal riding season, generally the months of April, May, June, and October, routine OHV patrols have seen 500-600 riders/week using the area. July, August, September and November OHV patrols have seen 100-300 riders/week using the area, depending on weather and trail conditions.

Sugar Pine: This funding request to expand Sugar Pine staging area would provide parking for approximately 20 to 30 vehicles towing trailers and provide connector trails to the existing trail system. Camping is currently allowed at Sugar Pine which has a graveled surface and is fenced in; it is likely that the expanded area would also be open to camping, with a graveled surface, and fenced similarly to the current area. The process would help determine what facilities are necessary such as toilet facility and bulletin boards, the location of the facilities, and the number of and arrangement of parking spots.

China Wall: This funding request is to expand China Wall staging area to provide paved parking for another 15 to 30 trailer towing vehicles and provide connector trails to the existing OHV trail system. The process would help determine if another toilet facility and bulletin board are needed and if camping and associated facilities would be appropriate for the area (picnic tables, fire rings etc).

Brimstone: There are many variables to consider in developing a staging area in the Brimstone area such as topography, and existing resources (e.g. adjacent stream courses), underground telephone line, and proximity to existing designated trails in planning adequate parking spaces for vehicles towing trailers, and pick-up trucks. At this time it is difficult to predict the number of possible spaces since the width of the existing roads needs to be taken into consideration – there may be upwards of 10 or 20 parking spaces. There is also need for sanitation facilities and bulletin boards to inform and educate the public about the trail system and resource management. The funding, if granted, would evaluate other variables such as layout of the staging area, traffic patterns, access to facilities, barriers, and if and where connector trails are needed.

The TNF Travel Management DEIS as supplemented (SDEIS), and the associated Motor Vehicle Use Map (MVUM), show the general Brimstone area is one where motorized use is planned to continue. This area is also immediately adjacent to a set of undesignated interwoven trails, on gentle terrain, commonly referred to as the “spaghetti bowl”, a favorite spot for the family oriented riding community. The spaghetti bowl is analyzed for incorporation into the designated system in the TNF Travel Management SDEIS. While the Travel Management EIS and the associated MVUM processes are separate from this application for grant-funding, management of this area at this time would provide for planned resource management to address current and on-going impacts. Resolving the issues at this location with this grant would also set-up for the implementation of the TNF's Travel Management Record of Decision. To be clear, until the TNF's travel management Record of Decision, no funding will be expended on providing access to undesignated trails.

C. Statement of Activities

The specific grant proposal and deliverables: For each existing and proposed staging area (1) with an interdisciplinary team of specialists evaluate resources (archeological, water, soil, fuels, vegetation, recreation, traffic/road, wildlife, fisheries, and plants) at each area and prepare an appropriate environmental analysis and decision document and (2) prepare architectural and engineered plans. Additionally the area would be tested for soils containing naturally occurring asbestos.

Timeline: (1) prepare the environmental analysis and appropriate decision document in the first year and (2) prepare architectural and engineered plans in the second year following grant award.

D. List of Reports

Grant monies will (1) prepare the environmental analysis and appropriate decision document in the first year and (2) prepare architectural and engineered plans in the second year following grant award.

Additional Documentation

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1. Timeline for Completion

Attachments:

[Timeline - 10/11 TNF ARRD Plan SugarPine Expansion](#)

2. Optional Project-Specific Application Documents

Attachments:

[Brimstone Dispersed Area](#)

[Brimstone Dispersed prior to volunteer cleanup](#)

3. Optional Project-specific Maps

Attachments:

[Sugar Pine Vicinity Map](#)

[Sugar Pine Area Map](#)

[Sugar Pine Expansion](#)

[China Wall Expansion](#)

[Brimstone Staging](#)

Project Cost Estimate

FOR OFFICE USE ONLY:		Version # _____	APP # _____
APPLICANT NAME :	USFS - Tahoe National Forest		
PROJECT TITLE :	Parking and Facility Expansion (AR) (FINAL)	PROJECT NUMBER (Division use only) :	G09-02-20-P01
PROJECT TYPE :	<input type="checkbox"/> Acquisition <input type="checkbox"/> Development <input type="checkbox"/> Education & Safety <input type="checkbox"/> Ground Operations <input type="checkbox"/> Law Enforcement <input checked="" type="checkbox"/> Planning <input type="checkbox"/> Restoration		
PROJECT DESCRIPTION :	<p>The Tahoe National Forest (TNF) is requesting a California OHV Planning Grant in the amount \$36,000 to analyze three projects: 1. (a) and (b) expansion of two existing staging areas and 2. Develop a currently used but unmanaged concentrated dispersed use area (CDUA) into a staging area.</p> <p>The objectives and grant proposal are: (1a and 1b) Expand the Sugar Pine (a) and China Wall (b) staging areas. (1a) The Sugar Pine staging area becomes extremely congested during periods of optimal riding with large and small Recreational Vehicles, pick-up trucks, and other passenger vehicles, many of which tow trailers. The Sugar Pine staging area accesses the entire trail system; immediately adjacent trails are Loops 1 and 4, which are designated as both ATV and motorcycle (MC) trails and classified as easiest. Families frequent this staging area. OHV patrols have noted increased use of existing and new wide spots (CDUAs) which are growing in size causing resource damage such as vegetation removal, soil compaction, erosion, and often times new undesigned trails emanating from the CDUAs. Most significantly OHV patrols have found an increase in unlicensed/illegal riding on the pavement by adults and children in relationship to the use of the CDUAs, which is often illegal and unsafe.</p> <p>(1b) China Wall is a paved surfaced staging area and trailhead for Loops 5 and 6 of Foresthill's designated system. Loops 5 and 6 are MC only trails, respectively classified as 'more difficult' and 'most difficult'. China Wall is also the staging area for Over the Snow Vehicle (OSV) recreation. Over the past 15 years the State of California has provided the Forest Service funding and equipment to groom snow for OSV recreation out of the China Wall trailhead. Snow play is a popular winter recreation activity, when there is snow, China Wall is usually congested. When China Wall is congested people park on Foresthill Road (a County road) which presents safety issues, and is posted as illegal. Both Forest Service and County law enforcement officers have cited persons for parking on the roadway when there is snow. The China Wall Staging Area currently has parking spaces for about 20 trailer towing vehicles and about 10 spaces for passenger vehicles/ pick-up trucks - more vehicle and trailer parking is needed.</p> <p>(2) Develop a new staging area at the intersections of the Hollow Log (road 10-12) and Brimstone (road 24) roads. This unplanned and unmanaged user created area has been a rapidly expanding CDUA serving as an informal staging area. In 2005 the impacted area was about 1 acre in size, today it is 2.5 to 3 acres in size, not counting the new user-created routes emanating from the CDUA. There are no facilities at this location aside from existing roads. Routine OHV patrols have encountered vehicles towing trailers, some use the area for day use, others for overnight camping. Resource damage is occurring in the form of removal of, and damage to, vegetation including trees; damage to adjacent stream courses; damage to Brimstone road's drainage ditch to the point that it has not properly functioning; there are sanitation issues; and there is a proliferation of user created ATV and MC trails emanating from this area. In 2009 a volunteer organization has obtained private industry grant funding to help address the issues, and over the past several years there have been multiple volunteer cleanup efforts, and Green Sticker funds utilized in the effort to curb the expansion of this site. Continued efforts to curb expansion of the site are planned under the existing, awarded, grant. According to visitors contacted during routine OHV patrols, this CDUA, accessing the southern end of the designated trail system as well as undesigned trails, has developed because Sugar Pine and Parker Flat staging areas are full. Riders utilize the Brimstone road (a level 3 road), the Hollow Log (a level 2 road) as well as the user created trails to access system trail Loop 4 which is designated as both ATV and motorcycle (MC) trails and classified as easiest and Tie 3-1 which is designated as a MC only and classified as more difficult.</p>		

Project Cost Estimate for Grants and Cooperative Agreements Program - 2009/2010
Agency: USFS - Tahoe National Forest
Application: Parking and Facility Expansion (AR) (FINAL)

3/1/2010

	Line Item	Qty	Rate	UOM	Grant Request	Match	Total
DIRECT EXPENSES							
Program Expenses							
1	Staff						
	Other-AR Trails Specialist (ML)	10.000	320.000	DAY	0.00	3,200.00	3,200.00
	Other-AR Recreation Specialist (KE)	10.000	215.000	DAY	0.00	2,150.00	2,150.00
	Other-AR Wildlife Biologist (MT)	2.000	380.000	DAY	0.00	760.00	760.00
	Other-AR Soil Scientist (CK)	2.000	400.000	DAY	0.00	800.00	800.00
	Other-AR Fisheries Biologist (DT)	2.000	270.000	DAY	0.00	540.00	540.00
	Other-AR Landscape Architect	15.000	370.000	DAY	5,550.00	0.00	5,550.00
	Other-AR Watershed Specialist	2.000	370.000	DAY	0.00	740.00	740.00
	Other-AR Fire	2.000	330.000	DAY	0.00	660.00	660.00
	Other-AR Recreation Specialist (MT)	5.000	340.000	DAY	0.00	1,700.00	1,700.00
	Other-AR NEPA Specialist (KC)	5.000	250.000	DAY	0.00	1,250.00	1,250.00
	Other-AR Recreation Planner (KB)	5.000	320.000	DAY	0.00	1,600.00	1,600.00
	Other-AR Timber (TR)	2.000	370.000	DAY	0.00	740.00	740.00
	Total for Staff				5,550.00	14,140.00	19,690.00
2	Contracts						
	Other-Site Surveys	5.000	2500.000	DAY	12,500.00	0.00	12,500.00
	Other-Dev. Contract Specs & Drawings	1.000	18000.000	EA	18,000.00	0.00	18,000.00
	Other-Soil Testing each site	3.000	500.000	EA	0.00	1,500.00	1,500.00
	Total for Contracts				30,500.00	1,500.00	32,000.00
3	Materials / Supplies						

Project Cost Estimate for Grants and Cooperative Agreements Program - 2009/2010
Agency: USFS - Tahoe National Forest
Application: Parking and Facility Expansion (AR) (FINAL)

3/1/2010

	Line Item	Qty	Rate	UOM	Grant Request	Match	Total
4	Equipment Use Expenses						
5	Equipment Purchases						
6	Others						
7	Indirect Costs						
	Indirect Costs-Admin Salaries	1.000	3500.000	EA	3,500.00	0.00	3,500.00
Total Program Expenses					39,550.00	15,640.00	55,190.00
TOTAL DIRECT EXPENSES					39,550.00	15,640.00	55,190.00
TOTAL EXPENDITURES					39,550.00	15,640.00	55,190.00

Project Cost Summary for Grants and Cooperative Agreements Program - 2009/2010
Agency: USFS - Tahoe National Forest
Application: Parking and Facility Expansion (AR) (FINAL)

3/1/2010

	Line Item	Grant Request	Match	Total	Narrative
DIRECT EXPENSES					
Program Expenses					
1	Staff	5,550.00	14,140.00	19,690.00	
2	Contracts	30,500.00	1,500.00	32,000.00	
3	Materials / Supplies	0.00	0.00	0.00	
4	Equipment Use Expenses	0.00	0.00	0.00	
5	Equipment Purchases	0.00	0.00	0.00	
6	Others	0.00	0.00	0.00	
7	Indirect Costs	3,500.00	0.00	3,500.00	
Total Program Expenses		39,550.00	15,640.00	55,190.00	
TOTAL DIRECT EXPENSES		39,550.00	15,640.00	55,190.00	
TOTAL EXPENDITURES		39,550.00	15,640.00	55,190.00	

Environmental Review Data Sheet (ERDS)

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ITEM 1 and ITEM 2

ITEM 1

- a. ITEM 1 - Has a CEQA Notice of Determination (NOD) been filed for the Project? ☐ Yes ☒ No
(Please select Yes or No)

ITEM 2

- b. Does the proposed Project include a request for funding for CEQA and/or NEPA document preparation prior to implementing the remaining Project Deliverables (i.e., is it a two-phased Project pursuant to Section 4970.06.1(b)) (Please select Yes or No) ☒ Yes ☐ No

ITEM 3 - Project under CEQA Guidelines Section 15378

- c. ITEM 3 - Are the proposed activities a "Project" under CEQA Guidelines Section 15378? ☐ Yes ☒ No
(Please select Yes or No)
- d. The Application is requesting funds solely for personnel and support to enforce OHV laws and ensure public safety. These activities would not cause any physical impacts on the environment and are thus not a "Project" under CEQA. (Please select Yes or No) ☐ Yes ☒ No
- e. Other. Explain why proposed activities would not cause any physical impacts on the environment and are thus not a "Project" under CEQA. DO NOT complete ITEMS 4 – 10

ITEM 4 - Impact of this Project on Wetlands

ITEM 5 - Cumulative Impacts of this Project

ITEM 6 - Soil Impacts

ITEM 7 - Damage to Scenic Resources

ITEM 8 - Hazardous Materials

Is the proposed Project Area located on a site included on any list compiled pursuant to Section 65962.5 of the California Government Code (hazardous materials)? (Please select Yes or No) ☐ Yes ☒ No

If YES, describe the location of the hazard relative to the Project site, the level of hazard and the measures to be taken to minimize or avoid the hazards.

ITEM 9 - Potential for Adverse Impacts to Historical or Cultural Resources

Would the proposed Project have potential for any substantial adverse impacts to historical or cultural resources? (Please select Yes or No) ☐ Yes ☒ No

Discuss the potential for the proposed Project to have any substantial adverse impacts to historical or cultural resources.

ITEM 10 - Indirect Significant Impacts

CEQA/NEPA Attachment

Planning Project Criteria

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1. Project Cost Estimate - Q 1. (Auto populates from Cost Estimate)

1. As calculated on the Project Cost Estimate, the percentage of the Project costs covered by the Applicant is 3

(Note: This field will auto-populate once the Cost Estimate and Evaluation Criteria are Validated.) (Please select one from list)

☐ 76% or more (10 points)

☐ 51% - 75% (5 points)

☒ 26% - 50% (3 points)

☐ 25% (Match minimum) (No points)

2. Planning Project - Q 2.

A Planning Project - Page 1

2. The Planning Project would address the following 4

(Check all that apply) (Please select applicable values)

☒ Potential effects of OHV Recreation on special-status species habitats

☒ Potential effects of OHV Recreation on cultural resources

☒ Potential effects of OHV Recreation on soil conditions

☒ Potential effects of OHV Recreation on water quality

☒ Potential effects of OHV Recreation on other recreation uses

☒ Potential effects of OHV Recreation on adjacent lands.

☒ Potential impact to relationships between OHV Recreation and local residents

☐ Toxic or hazardous materials within a Project Area or adjacent property that may impact OHV Recreation

☒ Trail issues such as traffic patterns, trails closures, appropriate uses, etc.

B. Planning Project - Page 2

Explain each statement that was checked

For each existing and proposed staging area - an interdisciplinary team of specialists will evaluate resources (archeological, water, soil, fuels, vegetation, recreation, traffic/road, wildlife, fisheries, and plants) at each area and prepare an appropriate environmental analysis and decision document .

(Check the one most appropriate) (Please select one from list)

☒ 6 or more items checked (4 points)

☐ 4 to 5 items checked (3 points)

☐ 2 to 3 items checked (2 points)

☐ 1 or no items checked (No points)

3. Motorized Access - Q 3.

3. The Project would lead to improved facilities that provide motorized access to the following nonmotorized recreation opportunities 6

(Check all that apply) Scoring: 2 points each, up to a maximum of 6 points (Please select applicable values)

☒ Camping

☐ Birding

☒ Hiking

☐ Equestrian trails

☐ Fishing

☐ Rock Climbing

☒ Other (Specify) [XC Skiing]

4. Public Input - Q 4.

4. The Project proposal was developed with public input employing the following 2

(Check all that apply) Scoring: Maximum of 2 points (Please select applicable values)

- ☒ Publicly noticed meeting(s) with the general public to discuss Project (1 point)
☐ Conference call(s) with interested parties (1 point)
☒ Meeting(s) with stakeholders (1 point)

Explain each statement that was checked

In 2006 the Travel Management process initially identified the demand for the Brimstone Staging area. Since 2006, the TNF has talked with OHV volunteers, local OHVs, and local OHV clubs about all three proposed projects.

5. Stakeholder Input - Q 5.

5. If the Project were approved, the planning process would incorporate substantial stakeholder input: 5

(Check the one most appropriate) (Please select one from list)

- ☐ No (No points) ☒ Yes (5 points)

If 'Yes', explain, specifically, how it would be 'substantial'. Identify stakeholders

The TNF expects to incorporate input from OHV volunteers, OHV enthusiasts, OHV users and their user groups. The ongoing Travel Management process is expected to provide additional input into these projects, on top of the formal NEPA completed as one of the grant deliverables. In regard to Brimstone, the TNF expects input from local landowners. In regard to China Wall, we expect the county (who is funded to complete plowing) would also provide input.

6. Utilization of Partnerships - Q 6.

6. The Project will utilize partnerships to successfully accomplish the Project. The number of partner organizations that will participate in the Project are 0

(Check the one most appropriate) (Please select one from list)

- ☐ 4 or more (4 points) ☐ 2 to 3 (2 points)
☐ 1 (1 point) ☒ None (No points)

List partner organization(s)

7. Sustain OHV Opportunity - Q 7.

7. The Planning Project sustains OHV Opportunity in the following manner 10

(Check all that apply) (Please select applicable values)

- ☒ Project will develop management plans for existing OHV Opportunity (4 points)
☒ Project will complete environmental review for an OHV Development Project (3 points)
☒ Project supports development of OHV Opportunities adjacent to population centers (3 points)
☐ Project supports development of OHV Opportunities in areas that lack legal OHV Opportunity (2 points)
☐ Project will develop a system of designated OHV routes for an existing OHV Opportunity (2 points)

Explain each statement that was checked

The project would expand two existing staging areas and develop a currently used but unmanaged concentrated dispersed use area (CDUA) into a staging area. One of the primary grant deliverables is the environmental review for the project. The project area is within a 2 hour drive of several metropolitan areas including Sacramento, the eastern Bay area, and Reno.

8. Identification of Funding Sources - Q 8.

8. Funds for implementing the completed plan have been identified 0

(Check the one most appropriate) (Please select one from list)

☒ No (No points)

☐ Yes (5 points)

Explain 'Yes' response

Reference Document

9. Offsite Impacts - Q 9.

9. The Planning Project would address offsite impacts relative to the Project Area (e.g., sound, fugitive dust, runoff): 5

(Check the one most appropriate) (Please select one from list)

☐ No (No points)

☒ Yes (5 points)

Explain 'Yes' response

Brimstone - the project would address water/runoff offsite impacts in the environmental analysis.